



## SERVICES

EAST COAST DIVERS St. Andrews. Telephone: 3520 — for all underwater work.

Denis Swire C.Eng. F.R.I.N.A. 1 Sunset Gardens, Porthleven, Cornwall. Specialist designer of fishing vessels. Surveys and valuations of all types. Stability calculations. HELSTON 4080

FOR prompt service and supply of all marine electronics: telephone: 82223 (STD 090). Norwest Electronics, Cumbria.

## Official and Classified ADVERTISEMENTS

Continued from Page 15

## BOAT BUILDERS

ELTON Boatbuilding Co., clinker boat builders, 14-30ft. larch on oak, built only or any stage completion. GRP hulls fitted out. Castles, Kyrkebright, Scotland. telephone: 0587 30177.

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NKA SURVEYS, 28 North Road, Bristol BS6 5AD. Prompt professional surveys, valuations and advice on new safety and stability rules. All types, anywhere. Bristol 63222 (24 hours).

## FOR HIRE

4 to 20 man lifeboats. DTI Boff boats. Liferate Hire Co., 14 Chapel Road, Tiptree, Gloucestershire, Essex CO6 0TA. Tiptree 816349.

## DELIVERIES

KYLES MARINE SERVICE for deliveries of all vessels up to 600 tons. Telephone 05-11 58 469.

WORLD-WIDE delivery, commercial craft by professional skipper and crew available. Write for quotation: Brian Kent, Boy Eric, Millbay Dock, Plymouth. Telephone: Plymouth 336 239.

## PUBLIC NOTICE

## OFFICIAL NOTICE

## PROPOSAL TO CHANGE A SHIP'S NAME

I, MR. R. DOLAND, TRINITY PIER, MILLBAY DOCK, PLYMOUTH, hereby give notice that, in consequence of Preference I have applied to the Department of Trade under Section 47 of the Merchant Shipping Act 1894, in respect of our ship, "Francis Jane" of Preference, Official Number 17,000, of tonnage 11.32 tons, registered to and owned by MR. R. DOLAND, Trinity Pier, Millbay Dock, Plymouth, for permission to change her name to "See River Avon" to be registered in the said new name at the Port of Preference as owned by MR. R. DOLAND, Trinity Pier, Millbay Dock, Plymouth.

Any objections to the proposed change of name must be sent to the Registrar General of Shipping and Seamen, Lincolns Inn, London, EC2A 3PU, within seven days of the appearance of this advertisement.

Dated this 11th day of November, 1976

## ENGINES WANTED

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tel. 54 High Street, Framlingham, Suffolk. Tel: 2290.

### WANTED GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

R. E. Trem & Co. Ltd., Bawtrey Road, Farningley, Near Doncaster, Yorkshire. Tel: Doncaster 770203. Telex: 547239

November 10, 1976

## SITUATIONS WANTED

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# Go-it-alone threat Irish 30-mile limit planned

IRELAND has threatened to take unilateral action to extend her fishing limits on January 1 unless her demands of a 50-mile limit and other safeguards are granted by the EEC.

The Irish Minister for Foreign Affairs, Dr. Garrett Fitzgerald, told the EEC Council of Ministers in Brussels on Tuesday that unless Irish fishermen get more guarantees on fishing rights, Ireland would take temporary control of fishing grounds.

Dr. Fitzgerald refused to say exactly what areas would be taken over, but speculation centres on a 30-mile zone for Irish vessels and the exclusion of all EEC boats from that zone.

There is also speculation about the imposition of non-trawling zones, quotas, or perhaps all three.

Dr. Fitzgerald said it is taking some time for the EEC to work out measures to provide all of Ireland's

fisheries demands. In the meantime, Ireland had to prepare its fleet and the industry for expansion and could not go on waiting.

The Irish do not want to create a bad climate on its future demands and, whatever measures had to be taken, would be consulted openly with EEC partners. They would be measures which would not unduly interfere with other people.

"We have to secure an increase in the availability of fish on the scale necessary for our fishermen and they must be able to depend on it. It must be available from January 1."

"We simply want to make sure that our process of building up our ultimate targets can be started and that we intend to do," Dr. Fitzgerald said.

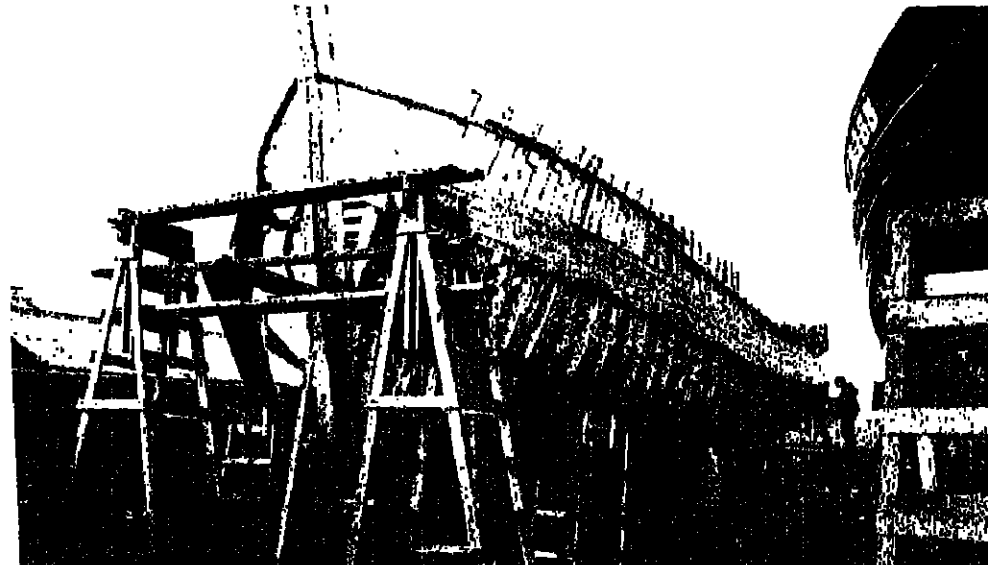
It is understood that Dr. Fitzgerald's stand reflects the impatience felt by the Irish Government about slow progress in Brussels on fixing internal policy for the EEC.

Dr. Fitzgerald is known to be housed in a Kort nozzle. A small Lister auxiliary engine will drive a 125 amp Transmotor generator, and two more Transmotor generators will be driven from the main engine.

Deck equipment is to include a Sutherland trawl winch and Clark and Co. trawl bollards and towing blocks.

Kelvin Hughes is to supply much of the electronic equipment including MS 44 echo sounder, "Sailor" radio telephones, Minch watchkeeping receiver, and an automatic pilot.

Sonar is also to be fitted, and the steering gear will be by Tenford.



Workmen from the James Noble yard building a 58-footer for Scarborough on the slipway in Fraserburgh.

## Slip berth for stranded boatyard

THE closure of Fraserburgh's Balacava harbour for deepening has left the James Noble boat yard stranded.

With the yard sited at the inner end of the harbour, it would be unable to launch completed vessels. To solve the problem, the harbour commissioners have given the firm the use of a berth on the overhaul slipway in the Faithlie Basin.

Although this enables the firm to accept orders for new boats, prefabricated frames, etc. have to be transported to the slipway from the yard's Balacava premises about a mile away. Also, work on the slipway has to be done in the open.

Propulsion will be provided by a Kelvin TAS8 engine of 375 hp, and the propeller will be housed in a Kort nozzle.

A small Lister auxiliary engine will drive a 125 amp Transmotor generator, and two more Transmotor generators will be driven from the main engine.

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Order However, the firm is happy to be building a boat as earlier this year it appeared as if no further orders would be forthcoming.

An order was recently placed by Skipper Fred G. Normandale of Scarborough, and work on his new vessel is now well underway. Completion is scheduled for next spring.

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## Residents hit out at 'putrid' mackerel dock

PART of Plymouth's could help by keeping up booming mackerel industry has been caught in a storm of protest from people living around Millbay Docks.

They say they are sick of the stench of rotting fish that has been hanging over the area for the past few weeks. Hoteller, Mrs. Judith Pullinger, said her guests had complained and had at first thought it was the drains.

Another hoteller, Ivor Turner, who is also a city councillor, described the smell as not just "fishy", but "really rotten, like something putrid".

A British Transport Docks spokesman said the cause of the smell was not the fresh mackerel being landed in increasing quantities by trawlers, but the sub-standard fish which went for meat.

This fish was loaded from the holds of trawlers into bulk lorries, and it was the liquid running from the bottom of the lorries that caused the trouble.

The Docks Board, Plymouth's Environmental Health Department and the fish-handling companies are now trying to get together to solve the problem.

According to the Docks Board, the fish companies

## CREW MISSING AS TRAWLER GOES DOWN

ONE BODY was found on Wednesday afternoon during a major search for the five-man crew of an Irish trawler

which sank early on Tuesday morning.

The 65ft. *Carraig Una* left Burtonport at 3.30 p.m. on Monday for the Rosebeg herring grounds 15 miles away.

On Tuesday at 4 am the SOS was picked up saying the trawler had struck the rocks and gone aground at Rathlin O'Beirne Island.

The message was picked up by the trawler *Onedin* and a major search was put underway.

The body was found by the police diving team while 50 fishing boats, two helicopters and a spotter plane recovered wreckage — including parts of the wheelhouse, deck and a lifeboat.

Aboard the trawler were the skipper/owner, 26-year-old Ted Carbery of Dunloe, John Boyle (19) of Dunloe, Michael Coyle (22) of Dunloe, Anthony McLoughlin (18) of Malin Head and Dolly O'Donnell (23) of Burtonport.

Two years ago another trawler from Donegal struck the Rathlin O'Beirne Island and the crew of 6 was lost.

Joey Murrin of Killybegs, chairman of the Irish Fisheries Organisation, who is involved in the search, said the similarity between the two incidents is like a bad dream.

They had occurred more or less in the same spot. He said the incident must have happened very quickly and the impact as it hit the rock must have been very severe.

The weather and visibility in the area were good and there was very little wind. The boats out of Burtonport have been fishing herring which are running quite close to the shore around the point where the incident happened.

MARR'S *Benella* (Skipper R. Beamish), the only distant water vessel at Monday's Hull market, made 237,138 for about 1,339 kts from Bear Island/White Sea.

## PROTEST OVER ILLEGAL FISHING

COMPLAINTS have been made in the past week of illegal trawling within three miles of the Cornish coast.

Alec Hore, assistant clerk to Cornwall Sea Fisheries Committee, said: "We've had many reports of boats fishing within the limits, but they're very difficult to confirm."

Mr. Hore thought it possible that prosecutions could be brought in two cases.

The difficulty is proving that a boat is actually trawling. "A fisherman may know that a boat is trawling but unless he actually sees the net going into or coming out of the water, it is difficult to swear to it," he said.

As mackerel shoals have been moving closer inshore so the trawlers have been following them in.

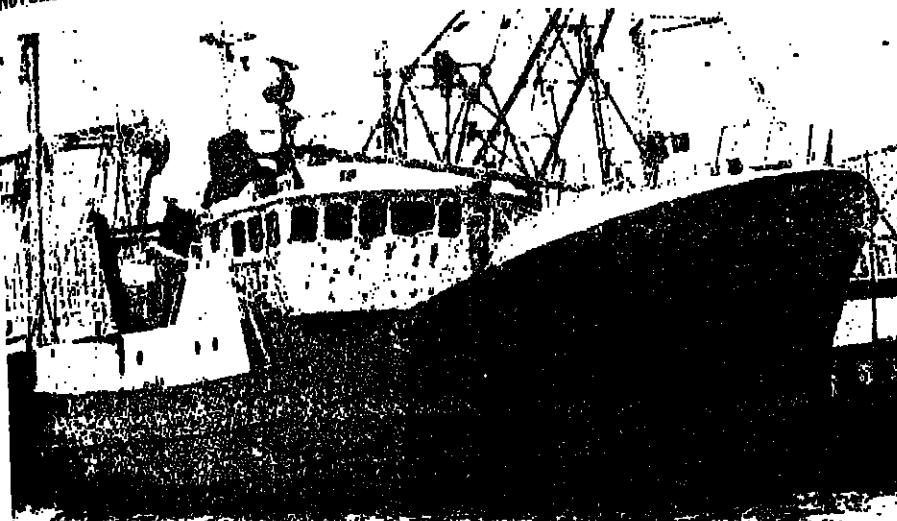
## Change of name for Rhodesian

H. L. TAYLOR LTD., the Grimsby middle water trawler owner, has applied to alter the name of its 130ft. trawler *Rhodesian* to *Sando*.

The company recently acquired *Rhodesian* from the White Fish Authority following the repossession of the eight-strong fleet formerly owned by Sir Thomas Robinson & Son (Grimsby) Ltd.

The name has not been used by the firm, one of Grimsby's oldest, before although it was carried by one of Grimsby's early steamers.

This vessel was also considered one of the port's luckiest and, at one stage over the winter of 1988/90, was given up as lost off Iceland. After being posted as "missing" for four months she was discovered disabled in an Icelandic fjord and brought back to Grimsby.



## Skipper to work laid-up Antares

THE 86ft. Peterhead seiner-trawler *Antares*, which has been lying idle for several months, will start fishing again shortly.

She is to be taken over by Skipper James Pirie who has sold his present command,

the 86ft. *Shemara*, to New Zealand. He will hand over the vessel to her new owners in the New Year.

For a while she fished herring in the partnership known as the Big Five. About a year ago the group disbanded and more recently *Shemara* has fished in company with the Peterhead boat *Ugvalde* and the Banff-registered *Flowing Tide*.

During last summer *Shemara* took part in the blue whiting fishing experiment conducted by the Highlands and Islands Development Board.

Skipper Pirie has always been known as one of Scotland's leading herring fishermen. In the early 1960s he was among the first Scots to work the herring pair trawl and did much to develop this fishery.

In 1973 he had the steel seiner-trawler *Shemara* built at the yard of John R.

Hepworth and Sons at Pauli, on the Humber. She was the first "TD86" vessel to be designed by the Newcastle upon Tyne firm of Tynedraft Design Ltd.

Skipper Pirie worked closely with Tynedraft on all aspects of the vessel's design and his ideas and personal preferences were incorporated.

*Shemara* was the forerunner of about a dozen "TD86" vessels which have been built for Scottish skippers, and one of them is *Antares* which came from Tweed Shipyard (Berwick) Ltd. about a year ago.

So Skipper Pirie has chosen a vessel which has the same hull form as *Shemara* and is of similar general arrangement.

*Antares* was built for a Peterhead partnership, but after fishing for only a few months she was laid up and advertised for sale.

## BAIL FOR TWO IN 'SABOTAGE' CASE

TWO MEN were remanded on bail at Grimsby Borough Magistrates Court on Tuesday charged with criminally damaging the distant

water trawler *Aldershot*. The vessel was forced to return to Grimsby after Skipper David Forrard reported his automatic steering equipment had

been put out of action.

*Aldershot* was over 100 miles from the Humber on an outward-bound White Sea trip when the incident was reported. It is also understood that two fires were started.

A spokesman for the owners, Consolidated Fisheries, described the damage as 'sabotage'.

*Aldershot* arrived back in Grimsby under manual steering at about 4 am on Monday and was hoarded by police.

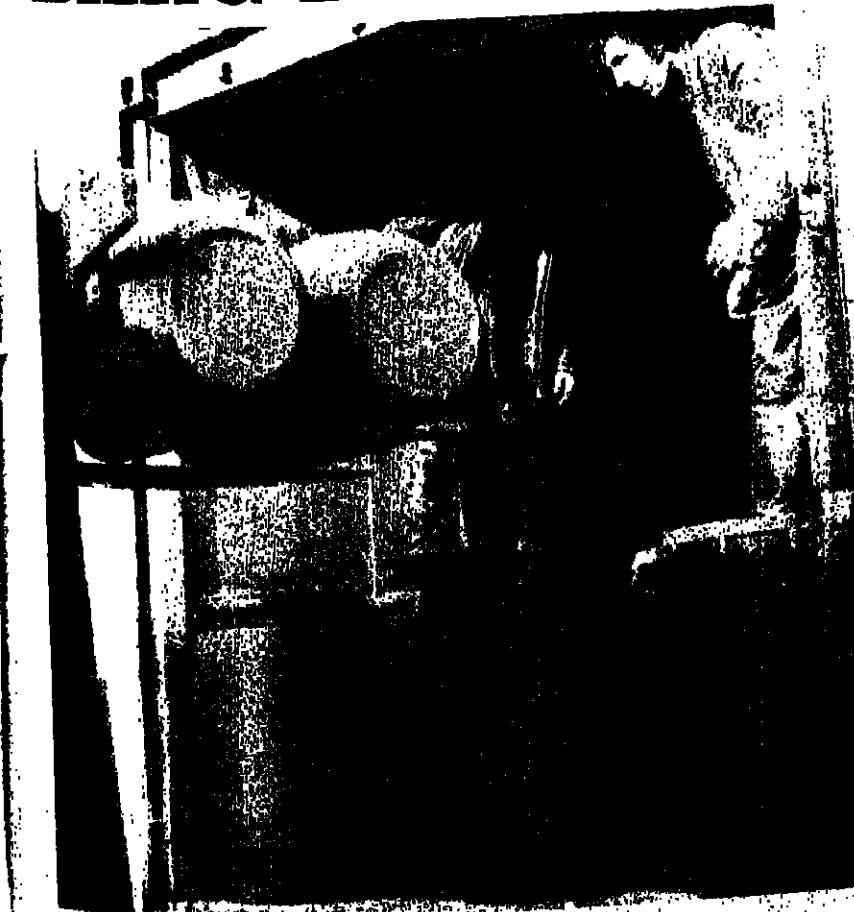
The 18 man crew then went to Grimsby police station to help police with their enquiries.

Robert Dobbs (20) and Terence Vickars (18) were remanded on bail until December 20.



*Shemara* will be handed over to her new New Zealand owners early next year.

## IRELAND'S BIGGEST FISH EXPORTERS BANG THE DRUM FOR BOWATER MAUSER.



Loading Bowater Mauser Barrels of Irish Herring for Export.

The biggest fish exporters in Ireland have now standardised on Bowater Mauser open-top plastic barrels for curing and distributing their herring.

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**The easy drum.** All the sales talk in the world means nothing next to the opinion of the men who actually pack and unpack the fish, the men who handle the full barrels. Their verdict? Bowater Mauser has the best shape for getting the job done fast and easily.

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## A guide to the industry

THE TORRY Research Station has issued its latest advisory note No. 7 entitled *Advice for the Fish Industry: Who does what?*

The aim of the 16-page booklet is to outline the role of each of the Government departments and organisations in the UK and so help the person seeking advice to find where best to ask.

Where a Government department or other organisation is responsible for a number of separate units, for example research stations, these are described under their own titles, with a cross reference under parent departments.

The organisations and laboratories are listed in alphabetical order and are also numbered. If you know the name of the one you want, turn to the list to find the address.

### PUBLICATIONS

telephone number and a description of the services it provides.

If you only know the topic on which you want advice, turn to the short subject index to help you find the right organisations and address.

The booklet is divided into 11 main sections: Fish;

Fishery; Fishing; Food; Hygiene and Cleaning; Law of the Sea; Marine Biology; Oceanography; Overseas Enquiries; Pollution of the Sea; and Training.

\* Torry Advisory Note No. 7 is available free of charge from: The Torry Research Station, PO Box 31, 135 Abbey Road, Aberdeen AB9 8DG, and the Humber Laboratory, Wassend Street, Hull HU3 4AR.

## Engine firm moves

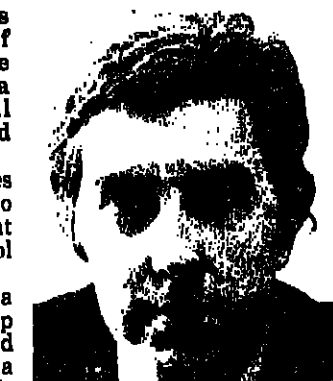
VOLVO Penta UK Ltd. is the new name of Bolinders Co. Ltd., sole distributor of Volvo Penta marine and industrial engines and outboard motors in the UK.

The name change coincides with the firm's move to modern, larger premises at Otterspool House, Otterspool Way, Watford WD2 8HW.

The company has been a member of the Volvo Group since September 1974 and deal only with Volvo Penta products. The name change is to help the customer identify the supplier with the product.

Volvo Penta UK Ltd. has named its new managing director as Bengt Gustafsson, who will succeed Roy Schermer on January 1, 1977.

Mr. Gustafsson (34) was responsible for importer and dealer development in the car division from 1973 to 1975. Since then he has been administrative manager with JOFA, Sweden.



Bengt Gustafsson

## fishing news

Editor: Harry Barrett  
Assistant Editor: Ian Strutt

Scottish Correspondent: Gloria Wilson

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## UN may clash on 50-miles

PIERRE Lardinois, the EEC Commissioner for agriculture and fishing, puzzled European MPs when he replied to yet another fisheries debate in the European Parliament.

He said that a 50-mile exclusive zone would be difficult within the framework of the negotiations of 1971 and 1972 and the Treaty of Accession.

He then added, however: "If you are pressing on this 50-mile concept a situation could arise where third countries were following the United Nations concept that they have the right to fish between 12 and 50 miles, while we in the Community are telling other member states that they cannot do it."

There was a consensus in the United Nations that certain rights must be kept, including the right to fish, not within the first 12 miles, but

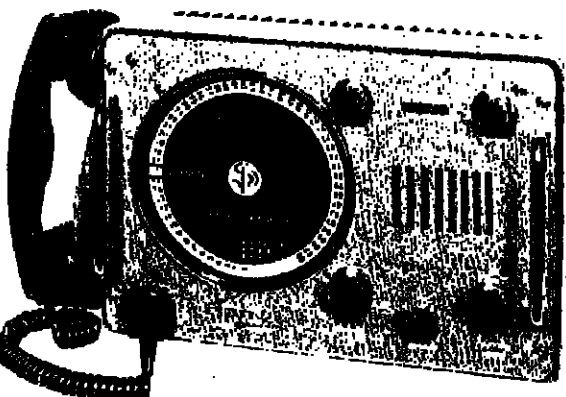
between 12 and 200 miles. M. Lardinois was speaking in English because most of the debate had been in that language, but his words, however unclear, seemed to indicate a continuing opposition to the demand expressed by many speakers from Britain and Ireland for a 50-mile limit.

The demand from MPs in the Parliament was backed up in meetings and informal conversations outside the chamber by Greville Howard, president of the Fisheries Organization Society.

With the exception of the EEC, international opinion is fast moving in what appears to be the right direction. The Lardinois suggests a case for a minimum exclusive limit of 50 miles as the only effective guarantee for the future of the fishing industry.



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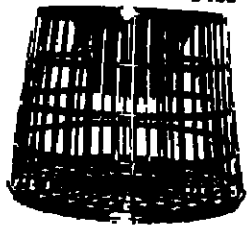
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85 years constant service to fishermen and their families

**SKIPPER** Andrew Strachan of the Peterhead seiner *Challenger* has ordered an 85 ft. steel vessel from the Campbelltown Shipyard.

This news comes just when the port's huge fleet replacement programme has about come to an end.

During the last six or seven years about 50 new boats have been built for local skippers, including more than 30 steel vessels in the 80 to 90 ft. range.

Deep problems in fishing and boatbuilding during the last couple of years or so, and doubts about the future, have discouraged more skippers from ordering new boats.

The 80 ft. *Challenger* was built by the Richard Dunston yard in 1970 and is powered by a Caterpillar engine of 400 hp. She was among the first steel boats to be built for Peterhead since the days of the steam drifter and has spent most of her time seine netting from the port.

Other boats continue to have seine rope storage reels and gutting shelters added. The 80 ft. seiner-trawler *Veracious* has just been fitted with a steel gutting shelter of a new design from the Northern Engineering Works. Unlike earlier shelters, it has watertight doors at its after end and a sliding door at the forward end; there are also hand rails around the top.

*Veracious* came from the Richard Dunston yard in 1971 for Skipper George Forman. She has recently been pair trawling for herring in company with the local boat

## PETERHEAD a monthly report

### Constant Star

One Peterhead boat has been sold, while another secondhand vessel has joined the fleet.

The 70 ft. wooden seiner-trawler *Volente*, built by J. and G. Forbes and Co. of Sandhaven in 1973 for Skipper James Milne Watt, has been sold to Skipper Victor Sutherland of Portsoy.

*Volente* (the name means "To have the will, to have a desire and to use your own discretion") is powered by a French Baudouin engine of 380 hp.

Skipper William Robertson, formerly relief skipper on the seiner *Sustain*, has bought the 67 ft. wooden stern trawler *Kathleen* (SY 462) from Stornoway owners.

Built in 1968 by J. and G. Forbes, she is of stern trawler layout with a forward wheelhouse and is one of the few vessels of this type in the Peterhead fleet.

Her engine is a Kelvin T8 model of 240 hp and she is fitted with a Jensen winch and Loeble power block. She is currently fishing off the west coast "to get settled down".

A new port record for the value of fish put ashore in one

month was set up in October when all species realised £1,600,000.

This excellent figure brings the total for the year up to the end of October to around the £13 m. mark, which is already well ahead of the total of just short of £9 m. realised during the whole of 1976.

Many of the seine net boats made good grossings in October and more than 20 catches sold for more than £8,000.

Skipper Peter Stephen of Boddam, and the 86 ft. *Harvest Hope III*, set a port record in the middle of October when a catch of 595 boxes sold for £13,600.

This beat the previous Peterhead earnings record of about £13,500 made by Skipper Ian Sutherland in the 80 ft. Hopsman seiner *Kestrel* during September.

By the end of October, *Harvest Hope III's* total earnings for the year were just short of £200,000, while *Kestrel* has passed this figure by October 7.

The combination of large catches and buoyant markets continued into November and new earnings records for single landings by seine netters were set up twice dur-

ing the early part of the month.

On November 2 the Inverness-registered *Defiance* put ashore 735 boxes of scallops which sold for £14,172.

This was a notable result for a boat which has only been at sea for four days and four hours. She made the catch in only two-and-a-half days' fishing on the Bergen Bank.

The catch, including 40 boxes of cod with the remainder haddock, was a remarkable landing for a 10 footer.

*Defiance* was built in Campbelltown Shipyard in 1975 for Skipper William More of Burghhead and carries a crew of seven. Skipper More says she is a "first-class boat". They have made two or three landings lately in the 600-650 region.

The new record set up by *Defiance* beat the £13,500 made by Skipper David Smith and *Argonaut IV* of Aberdeen early in October.

Yet another Campbelltown built boat—the 86 ft. *Apur*—took the record from *Defiance* a week later on November 9. She turned out a colossal catch of about 1,000 boxes which sold for £16,500.

This is almost certainly the biggest catch ever made by a seine netter in Peterhead.

*Ajux*, built in 1975 for Skipper William Campbell of Elgin, as at sea for about 10 days. A Peterhead salesman, who saw *Ajux* before she landed the catch, told *Fishing News* that the waterline was still above the weight of fish on board.

This says a lot for carrying ability. Quite a number of seiner made landings of more than 700 boxes during the month and haddock were plentiful.

With the North Sea haddock quota almost filled up, it is ironic that some of the boats have been finding a heavy run of good sized haddock on the Bressay Shoal, to the east of the Shetlands.

Earlier in the year many Peterhead skippers had feared that the quota could well be used up by the beginning of November.

The average price paid for all species in October was £16.68 a cwt, which was also an all-time high for the port.

Almost all catches were white fish from seiners and one or two trawlers, but the average price also took into account the 300 tons of mackerel landed by the 138 ft. Fraserburgh purse seiner *Chris Andra*.

The mackerel, caught off the west coast, was bought for fish meal by the Fraserburgh factory of Herring By-Products for 262 a ton.

Among the seiners from other ports landing at Peterhead during the month were the Anstruther-owned *Adelphi* and the Fraserburgh boat *Westhaven*—formerly *Argonaut III*.

*Adelphi* was the unusual seiner-trawler with her wheelhouse on the after end of the casing. She was completed by James N. Miller and Sons of St. Monans on a McTay hull earlier this year for Skipper Peter Murray.

Since then, *Adelphi* has worked out of North Shields but landed her last two or three trips in Peterhead.

When Skipper David Smith bought his new steel boat *Argonaut IV*, he sold his former command, *Argonaut III*, to Skipper Alex Buchanan who renamed her *Westhaven*. This name has been used in the past for a number of boats owned by the Buchanan family.

*Westhaven* has been doing some good catches of seine net fish in Peterhead recently. On November 11 she

November 26, 1978

## I'm not an undersea rapist

It has become evident reading *Fishing News* during the last few months that a growing faction in the industry favours some form of general ban on landing shellfish by the diver/fisherman as has happened in Ireland.

As a fisherman who uses diving as a fishing method off the Scottish west coast, I would like to make some observations on the subject.

Scalloping diving off this coast has, during the last decade, produced many thousands of pounds worth of prime quality scallops annually. They are much praised by merchants and processors. In fact, both the WFA and Highlands Board will finance boats whose prime purpose is scallop or crawfish diving.

Like most fishing today, scallop diving involves considerable capital expenditure and if politicians take up the cry of "ban the diver", thinking they are appeasing the industry, financing of boats and compressors may be made more difficult.

I am not concerned about the possibility of controlling sport divers taking shellfish; on the whole they seem to be conservation minded and I think the sport can provide the restraint needed in lobster areas. We have a similar problem of holidaying amateur divers taking scallops and selling them to local hotels.

In the seven years I have been diving for clams, I have never met any opposition from traditional fishermen and I have no knowledge of any general bad feeling existing between the clam dredgers and

divers on the west coast. I generally fish areas unsuitable for dredging, and vice versa, and there are many arguments supporting diving as a good 'clean' method of taking scallops and crawfish.

It would seem that most of the concern about diving involves lobster collecting. The generally held idea that once you are on the bottom dozens of lobsters are just sitting around ready for the plover is quite wrong. If I catch more than a dozen lobsters in a year I think I am doing well.

With lobsters fetching £3 a pound at the moment, I would not hesitate to go over to them if I thought I could make a living at it. Diving is just not an efficient method of lobstering.

Finally, I would ask critics of shellfish divers to consider the full-time diver/fisherman as a colleague who is doing a hard job—not an undersea rapist making vast sums of money at the expense of traditional fishermen.

An excess of moaning might legislate us out of a job.

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With lobsters fetching £3 a pound at the moment, I would not hesitate to go over to them if I thought I could make a living at it. Diving is just not an efficient method of lobstering.

Finally, I would ask critics of shellfish divers to consider the full-time diver/fisherman as a colleague who is doing a hard job—not an undersea rapist making vast sums of money at the expense of traditional fishermen.

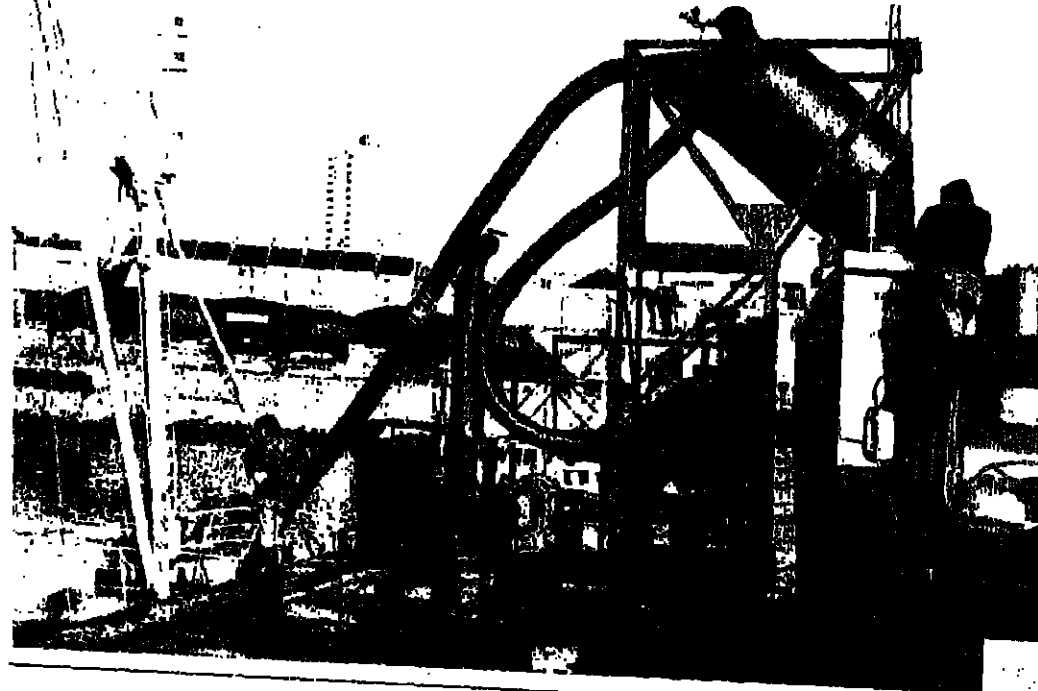
An excess of moaning might legislate us out of a job.

John Grieve,  
10 Brown Terrace,  
Kinlochleven,  
Argyll,  
Scotland.

With lobsters fetching £3 a pound at the moment, I would not hesitate to go over to them if I thought I could make a living at it. Diving is just not an efficient method of lobstering.

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# Mackerel piles in to Plymouth



MACKEREL landings boomed at Plymouth last week. On one day alone over 1,000 tons were put ashore. Dominating last Friday's market was the 138ft. Scottish purse seiner *Chris Andra* which landed off over 300-tons at Millbay Docks.

Not to be outdone, the local fleet was also hitting the high spots at Sutton Harbour when the 74ft. Brixham trawler *Pescosa II* had 80-tons on board. She made one of her best-ever landings when Skipper John Day brought her back after a quick two-day trip.

Although heavy consignments of mackerel were going north to the fish meal plants, as up to 288 a ton was being paid nobody was too downhearted.

Up to the beginning of November mackerel landings at Plymouth were running at around 25,000 tons for the year so far. A big fleet of Scottish and Irish boats is now based at Plymouth and so the last two months of the year are expected to break all records.

With the rising price for fish meal, industrial fish is now making more per ton than line fishermen earned for medium mackerel on the human consumption market last year.

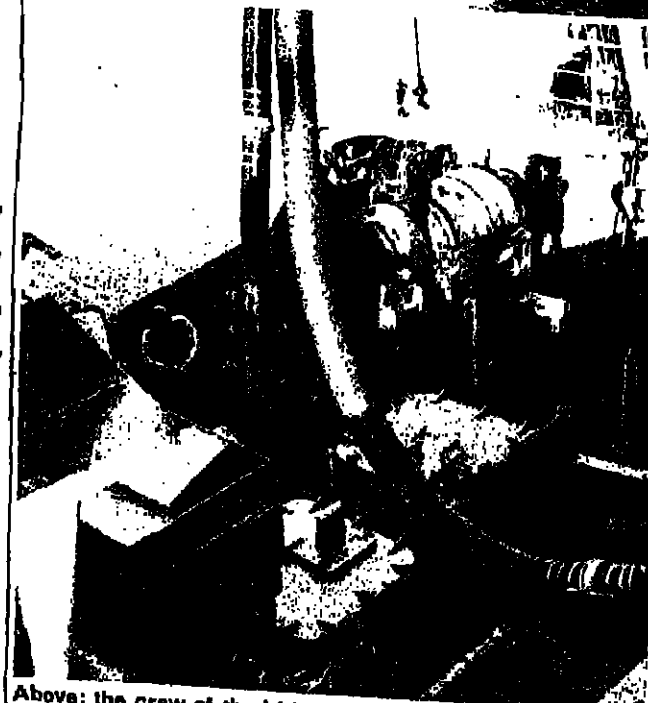
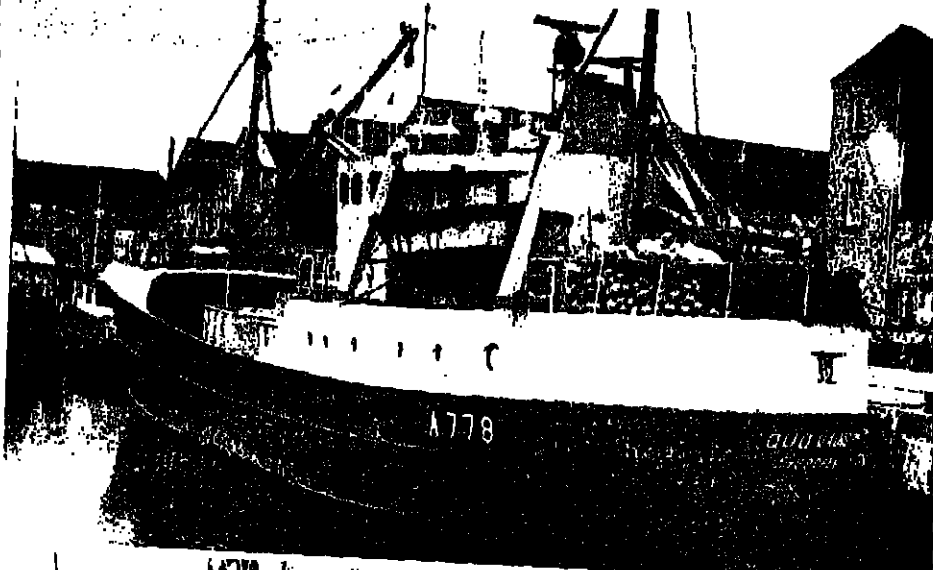
Following our report earlier this month that many small line boats are in trouble because of purse seiners breaking up the shoals, some of the local inshore trawlermen now claim they are also being affected. Skippers who are having to sail further west on every trip are worried that eventually, the shoals will move beyond the range of their vessels.

Calling in last week at Plymouth were two Norwegian trawlers which were reported to have been on a mackerel scouting mission. According to local sources, the Norwegians — *Ay Ene* and *Tieganes* — had not been too successful.

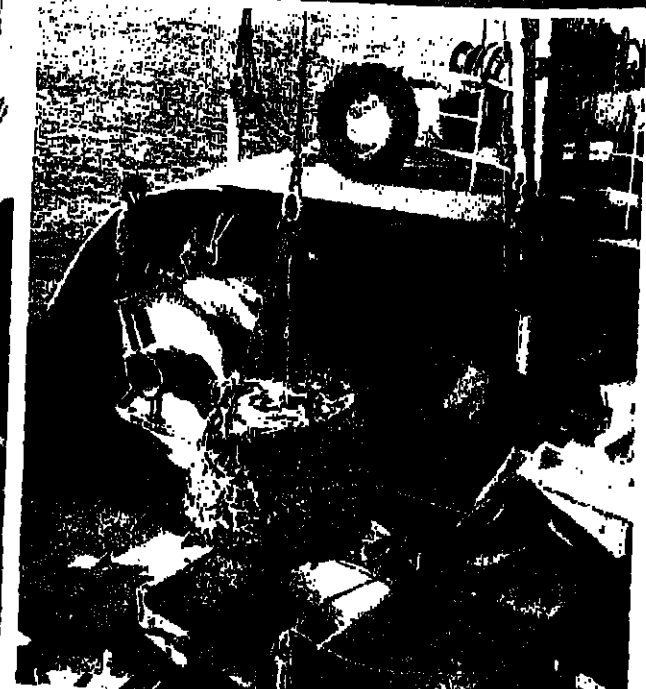
Apart from mackerel, Plymouth fishermen are now finding a good outlet abroad for cuttlefish. A regular transport run is now laid on from Spain where cuttlefish is in big demand.

Above: the growl of this fish pump can be heard all over Plymouth's Millbay Docks. Seen unloading the steel-built Irish purse-trawler *Stephens*, it makes short work of a big catch.

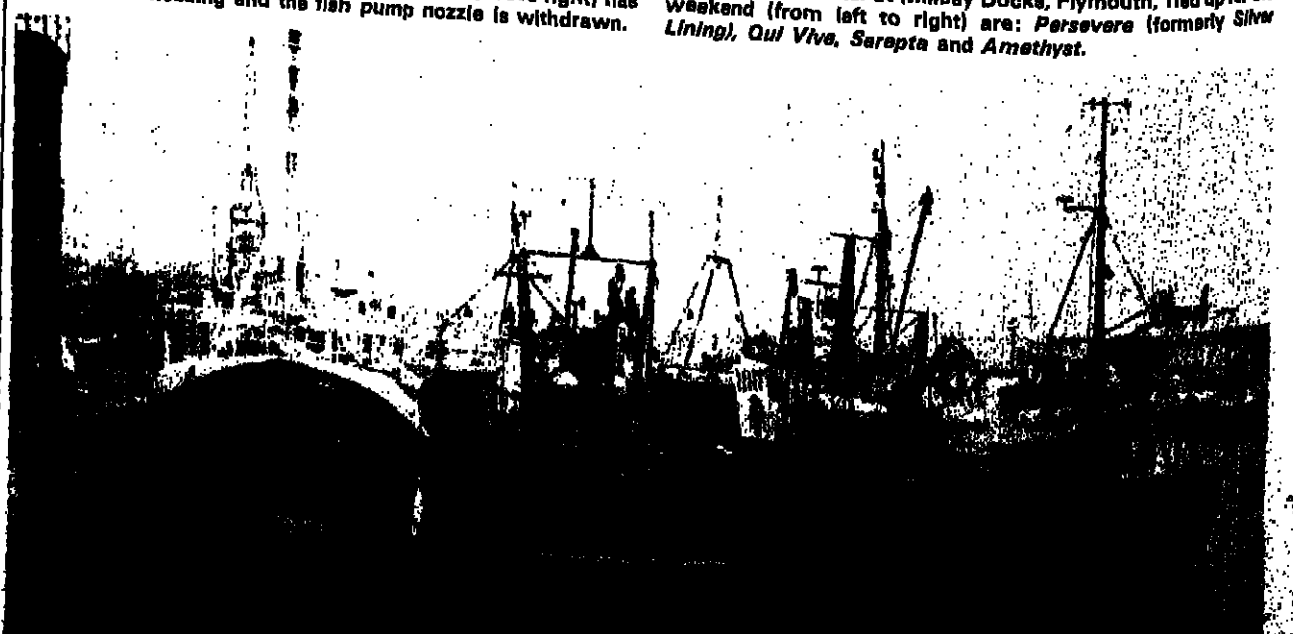
Right: *Qua Vadis* at Millbay Docks. The giant net stowed at the stern and enormous fish tanks on deck are an eye-opener to Westcountry line fishermen. She can take as many tons as the small line boats take stones.



Above: the crew of the Irish pair trawler *Spas Magna* brailing their catch ashore while her partner *Stephens* (above right) has completed unloading and the fish pump nozzle is withdrawn.



Below: Soots corner at Millbay Docks, Plymouth. Tied up for the weekend (from left to right) are: *Persevere* (formerly *Silw Lining*), *Qui Viva*, *Serepta* and *Amethyst*.



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# Iceland catches slump BEST AT GRIMSBY —913 KITS

WET FISH landings slumped to less than 20,000 kits again at Grimsby last week due largely to the worst run of Icelandic catches since the summer.

Not a single landing from six Icelandic trips topped 1,000 kits and the best effort came from the Boston Group's *Prince Philip* (Skipper Ray Harries) on 913 kits, largely codstuffs, to gross £28,066 after a 24-day trip. Much of it was in atrocious weather.

The same company also had the misfortune of picking up the poorest distant water grossing — from Boston Kestrel (Skipper Peter Fenty). She made just £18,541 from 625 kits after 23 days. After a string of good trips, it was a bitter disappointment which was hampered throughout by gales and slack fishing.

With no foreign distant water trawlers landing, only moderate catches by four White Seas trips of around the 1,600 kit mark ensured the supply did not reach crisis proportions.

Merchants still fear they are in for a very difficult winter as ten local distant water trawlers accounted for only 10,289 kits. Any reduction on this very modest figure could have dire effects, especially among the smaller firms.

Of the White Seas voyages *Ross Revenge* (Skipper Johnny Meadows) came out on top with the week's biggest grossing. After a long 26-day trip of 1,898 kits, including over 1,260 of cod and 360 of haddocks, the big sidewinder grossed £44,511 for BUT on the Monday market. These figures were never bettered.

It was touch and go for second spot, though, between BUT's *Ross Renown* (Skipper Ray Pepper) and *Lord Jellicoe* (Skipper Bill Sate). Both had been on 25-day White Seas trips and hit the same market.

Eventually *Ross Renown* nudged in front with £39,313 from 1,493 kits, against £38,566 from 1,403 kits by *Lord Jellicoe*.

In the middle water section BUT's *Ross Zebra* (Skipper Ron Reeves) was streets ahead of everyone with a 15-day Faroes/Westerly jackpot of £26,511 from a 987 kit catch. She turned out over 450 kits of fine cod and codling and 360 of haddocks, being a staggering £10,000 clear of second placed sister-ship *Ross Cougar*.

Best prime catch of the week went to the Belgian beam trawler *Falcon* with a £17,697 grossing through the A. E. Richardson & Co. Ltd. agency. Formerly BUT's *Ross Falcon*, she is making a habit of big grossings, and included over 420 kits of quality plaice in her 570 kits.

The Belgium beam trawler *Falcon*, formerly *Ross Falcon*, produced Grimsby's top catch of prime fish on her old stamping ground last week.

There were disappointing returns for *Lunedu* and *Wyre Conqueror*. The stern trawler landed only 795 kits which sold for £19,677 while *Conqueror* made £18,429 from 687 kits.

Best near or middle water catch came from the small Irish trawler *Marrie Jacob*. She landed only 84 kits but included in this were more than 45 kits of soles which brought the vessel an excellent grossing of £6,266.

*Marrie Jacob* had worked the Morecambe Bay area.

It was a disappointing week for the stern trawler *Idena* after having a successful run on the middle-

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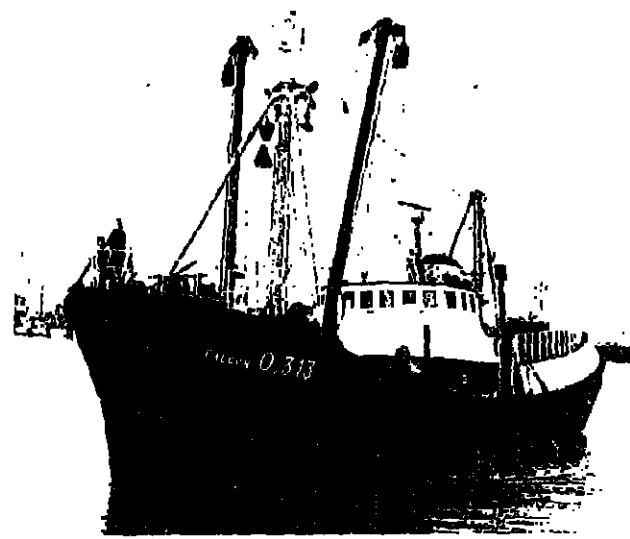
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# SURVIVAL —what to wear when things get hot, cold or gassy

THE tragic case in which four men died on the multi-purpose trawler *Stout* earlier this month highlights the dangers of a sudden fire aboard ship.

*Stout* was berthed at North Shields but could easily have been at sea, which would have further complicated the tragedy. Now is a good time to take stock of emergency procedures aboard ship.

There are many situations in which fishermen may be overcome by fire, chemical or gas leaks, as well as by gases caused by fish being kept for too long in unventilated holds.

## Range

Mareguard International Ltd. makes a whole range of equipment to cover such eventualities.

The new non-flammable material Heatshield is most effective when worn as a fireproof suit. It is made of a "monocrylic beta glass yarn mixture" which means, in effect, that the fabric has good flexibility, wears well, has good thermal protective qualities, is impervious to most oils, greases and chemicals and — most important — will keep its structure in temperatures of almost 1,000 deg.C.

Its application in the Bristol Fleet Suit has been approved for use aboard ships by the DoT. The American Bureau of Shipping, US Coast Guard and various Scandinavian organisations.

The suits are generously cut and a man wearing one can get pretty close to a fire. The same can be said for the Bristol Close Proximity Suit originally designed for hauling pilots from burning aircraft. This is suitable to be worn for long periods in high ambient temperatures without discomfort.

One problem frequently encountered in an emergency is knowing whether it is safe to go into a confined space where there may well be pockets of smoke or toxic gases. The Emergency Life Support Apparatus is a self-contained compressed air breathing unit made by Sabre Safety of Aldershot and developed with the co-operation of Mareguard and a British shipowner.

Basically, it is an escape apparatus which does not encumber the wearer and is ready for immediate use. The working parts are built in to a special jerkin and, in use, the wearer pulls out the protective hood from a pocket, jerks a toggle to start air flow from a cylinder and puts the hood



Sabre's Emergency Life Support Apparatus can give a rescuer vital minutes to save people trapped in a smoke or gas filled compartment.

over his head. This gives him at least six vital minutes in which to act.

Mareguard also makes a full range of self-contained air breathing equipment including compressed airline apparatus.

Sabre manufactures another item which could be useful in the rescue of men from toxic gases in fish holds, for example, and this consists of a face mask with head harness connected to a supply of oxygen at controllable pressure.

## Chances

The main aim is to get the facemask in place with the harness supporting the cylinder and manifold assembly as well as the patient, and then tell those above to haul away smartly. The whole thing weighs only 24lb. and is designed so that it can be fitted in semi-darkness or smoke.

The provision of at least one protective suit or breathing apparatus on board would at least improve the chances of rescuing a trapped crewman.

Survivors of fire aboard ship may well be faced with the possibility of losing their lives by drowning or exposure. Totally enclosed fireproof lifeboats, such as are installed aboard oilrigs, are out for obvious reasons. Survivors need suitable clothing and access to quick-

release rafts or small boats.

The main hazard of drowning is closely followed by exposure. According to Professor W. Keatings of the London Hospital, and other physiologists who have carried out exhaustive testing, it is essential that heat loss from the body be prevented.

The striking case of British trawlerman, Harry Eddom, who survived sub-zero temperatures when his ship capsized off Iceland illustrates the importance of windproof clothing.

Eddom survived because he was tough and was wearing impermeable outer clothing which prevented heat escape.

Experiments have shown that ordinary clothing loses much of its insulation efficiency in water, but is still capable of preserving life. A thinly-clad man suffers massive heat loss if subjected to freezing winds and water and this is particularly true of relatively thin men with little body fat to insulate them.

Such men should pile on the maximum amount of clothing possible in an emergency and remember that heat loss in water is increased by swimming about.

## Buoyancy

Survival suits, of which there are now many on the market, need to be examined critically.

It is important that built-in buoyancy be properly located and that the suit does not float the wearer horizontally in the water. The question of adequate insulation in such protective clothing is to be the subject of test programmes at the London Hospital and elsewhere.

A point to remember with liferafts having protective canopies, such as those made by RFD, is that closure of the raft entrance on the windward side will increase the temperature inside. If most of the occupants managed to get in without becoming soaked, it may even become quite warm inside the raft.

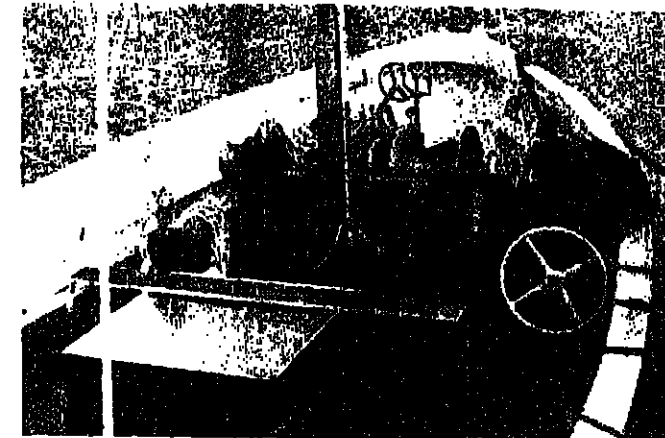
Yawning and drowsiness among the occupants, however, will indicate that there is not enough fresh air — and this can happen even in a howling gale.

The floor of the raft should be built out as dry as possible and inflated to give insulation from bottom cold and the windward vent opened just enough to let in adequate air.

Servicing of liferafts is all important. According to one major company, approximately 40 per cent of all inflatable liferafts it has sold over the last eight years have never been serviced.

October 1, 1978

# THREE MULTIPURPOSE INSHORE BOATS



North Sea main winch and pot hauler aboard Coquet Light.

## TRAWLER-POTTER

STARTING prawn fishing out of Amble, Northumberland, is the latest boat from the local yard of J. and J. Harrison. She was launched and ran acceptance trials last month.

Named *Coquet Light*, she is 34 ft. 4 in. long overall, with a 12 ft. beam and lightspeed draft, 4 ft. 3 in. Lightspeed displacement is 13 tons.

The wooden boat has been

built for former cable skipper, E. J. Kerton, and W. I. Hinshaw of Amble, who chose a design by J. H. Hardman of Lytham, Lancs.

*Coquet Light* is flush-decked with an aluminium alloy wheelhouse aft. Her engine is mounted aft, hold amidships and forecastle forward, with calor gas rings and seating accommodation only.

Clinker-built to deck height, *Coquet Light* has normal carvel hullwarks with top

## POTTER-LINER

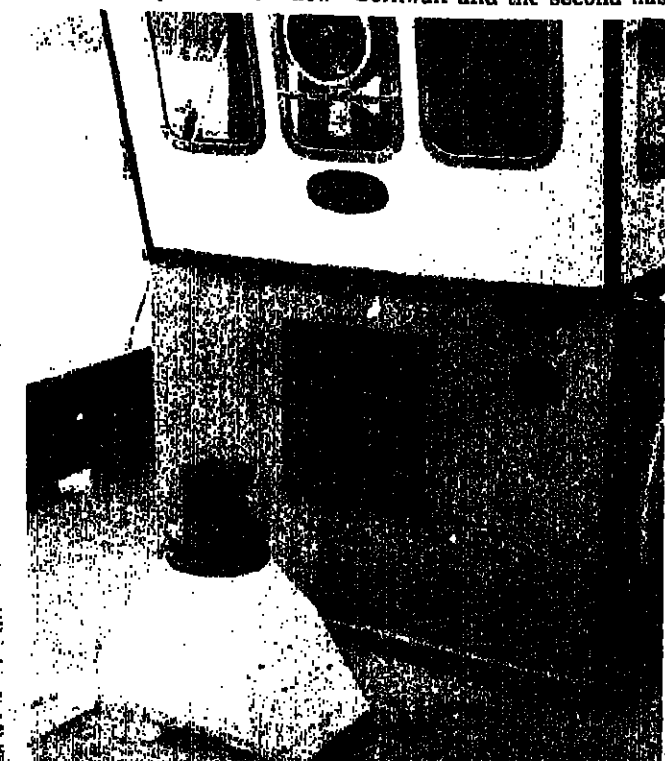
SKIPPER Matthew Hutchinson's new 36ft. crabber *Endeavour A* has been completed just in time. With the Department of Trade about to survey his old command, the 42-year-old *Endeavour*, there was a chance he could have been stopped going to sea.

He did not know if his old boat would pass the DoT safety survey, but now he can carry on a good run crabbing from Whitby with his new

boat. A keen skipper, he even had delivery skipper, Mike Stratton of Falmouth, sail the boat north from her Cornish builders rather than interrupt operations.

He made Scarborough in 62 hours, after stopping at Newhaven and Lowestoft, and Skipper Hutchinson sailed her home to start operations possibly this week.

*Endeavour A* is the third Cygnus Marine GM 36 boat. The first — *Byrluan* launched in July — is lining and mackerel fishing from Cornwall and the second has



*Endeavour A*'s Shalwood hydraulic pot hauler is controlled by the lever mounted on the front of the wheelhouse.

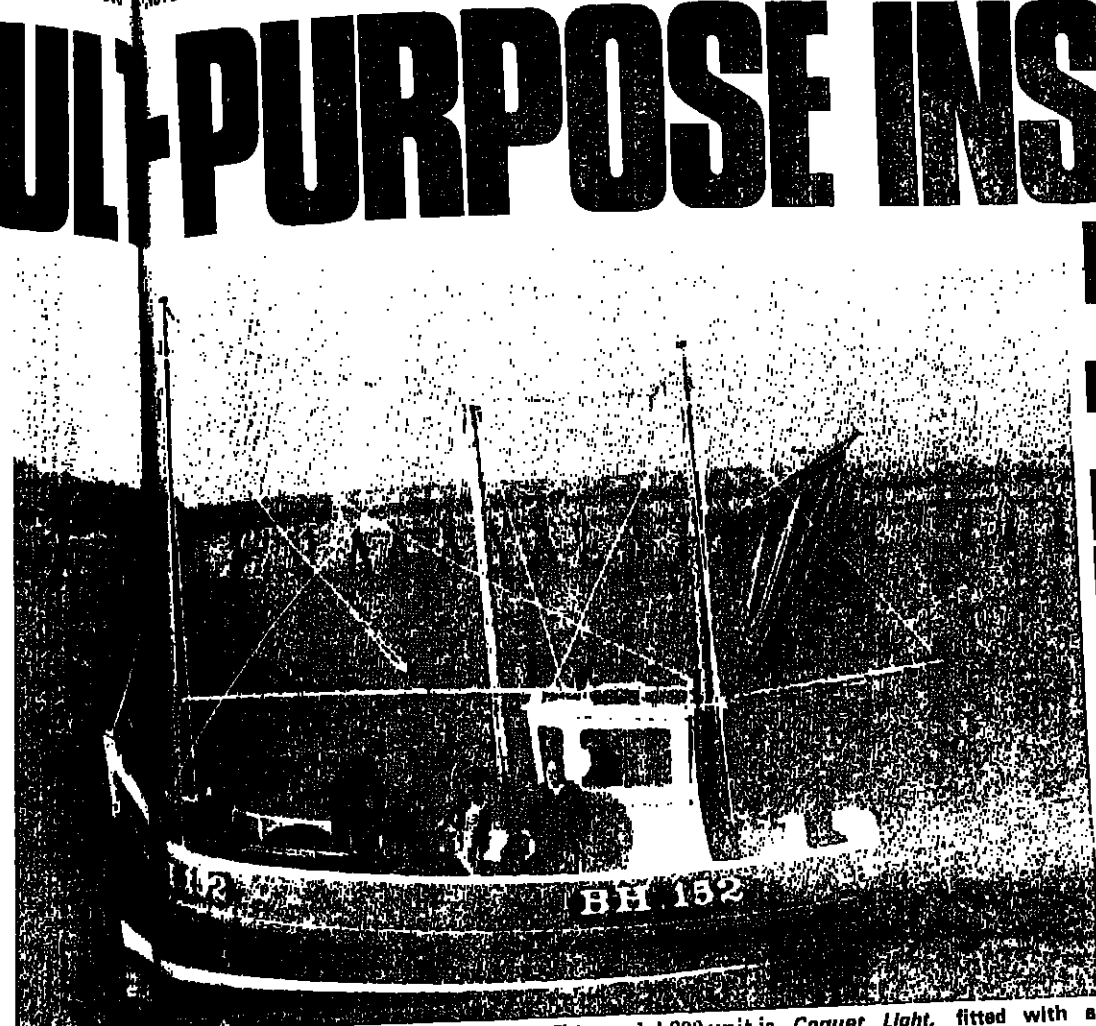
just been completed at Ramsgate, Kent. First impressions of the latest 36-footer are an enormous wheelhouse aft, the other two 36-footers have the hydraulic gear mounted just in front of the wheelhouse. The large engine is designed in a compact form — the deck area have been laid flat.

Second impressions of strength of construction, gunwales are heavily strengthened with wood and longitudinal beams at 3 in. transverse frames at 18 in. centres. The hull has GRP plating which is straight on to the bottom through fixings are there is also an outer belt at the gunwale.

From forward the hull is divided into tight bulkhead/chain locker, forepeak, accommodation, fishroom with fire sound boards for insulation, the machinery space.

Deck layout has been on the old *Endeavour*, but because of the sea reduced length, the between-the-pots gunwale is similar to the old boat and the 1-ton pot hauler has a single-lever control on the front of the wheelhouse. See *Winch* supplied her gunwale roller, while the Marine fabricated the foremast and mast.

November 26, 1978



*Coquet Light*, fitted with a marinised Ford diesel of 120 hp, was built at Amble for local owners.

boats seems to be gaining momentum. The Harrison yard has another serious enquiry for a 38-footer and Dawsons of Seahouses will be laying the keel for another 38 ft. boat for a local owner. Both craft would be well inside the 12 metre DoT limit.

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FISHING NEWS

## Ray-netter, potter, liner

LAMORNA, the latest completion by the John Moore yard at Mevagissey, Cornwall, has recently joined the Cornish fleet.

Built for Ron Edgington of Newquay, she is to go ray netting, potting and winter mackerel fishing.

*Lamorna* has been designed by John Moore with a good flare forward, very heavy on her shoulders, and with a transom stern. She is 34 ft. long overall and has a 12 ft. beam. Draught is 3ft. 8in. as she will be working from two harbours which dry out — Newquay and Hayle.

Hull planking is iroko on sawn and steamed timbers. Heavy channel iron has been fitted to the keel for protection when grounding, also large bilge keels.

## Varnished

The spacious forward wheelhouse, ply-sheathed on iroko frames, is varnished throughout inside and there are well finished wood-framed windows.

Wheelhouse equipment includes Decca Super 101 radar, Simrad EY sounder and 'Sailor' RT144 VHF radio. Decca Navigator is to be fitted later.

Hydraulic steering is duplicated outside the wheelhouse, as are the engine controls. The remote wheel is connected by chain and shafting to the main propulsion, saving the cost of a duplicate pump.

*Lamorna*'s Thornycroft 380 main engine is supported by massive beds, approximately 14 in. x 5 in., running a full 17 ft. at 108 rpm. The engine is fitted with a PRM 2:1 oil-operated gearbox. It drives a 22 in. x 19 in. propeller through a 2 in. stainless steel shaft. The long propeller shaft run is supported by three plunger blocks, remotely greased from the large engineroom.

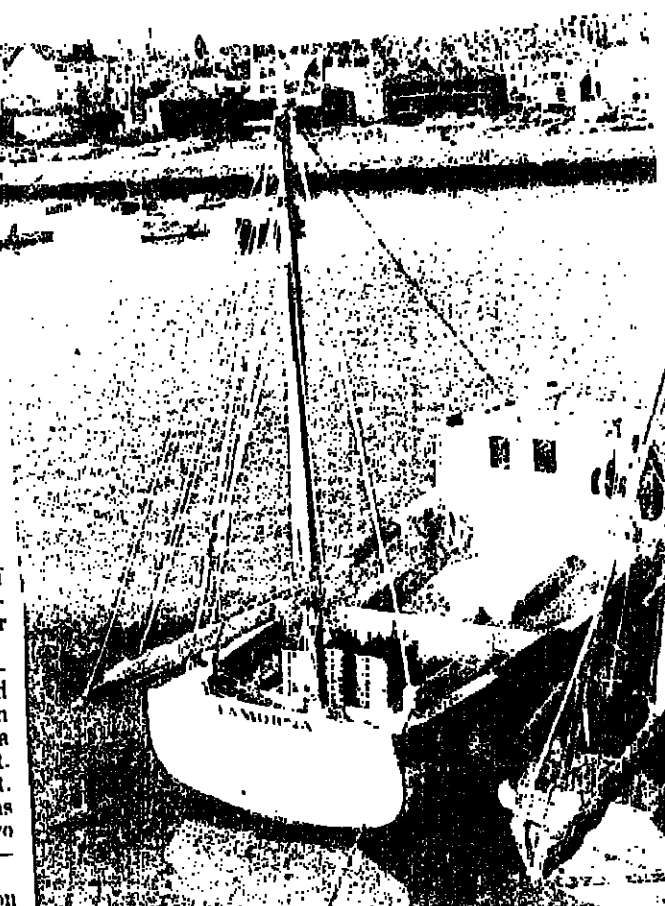
A Vickers pump supplies power to the Hydema net and line hauler, while a stainless steel guide roller designed by the owner is used when potting. Two 50-gallon stainless steel fuel tanks are fitted aft of the engine.

After her completion at Mevagissey, *Lamorna* headed down the coast to Penzance where she made ready for mackerel lining.

John Moore told *Fishing News* that the vessel was actually cheaper to build than a GRP hull of the same size.

Completions by the yard include the Mevagissey boats *Lucy Marianna* and *Sharon Rose*. It has built craft for Bascastle, Port Isaac, Lymington and Welsh owners. The largest vessel to come out of the yard to date is a 48 ft. passenger vessel for Padstow.

Martin Melhuish.



*Lamorna* berthed at Penzance. The 34-footer is powered by a 108 hp Thornycroft diesel and has a Hydema net and line hauler.

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continued page 12



## Extra haddock

from page one

haddock fishery this autumn, the United Kingdom catch has already exceeded that for the whole of last year.

"It is soon likely to reach the quantity of 87,450 tonnes which is the extended United Kingdom quota allowed under a recommendation of the NEAFC which we accepted, in agreement with the industry, early this year. (This is made up of the basic quota increased by 7,950 tonnes out of the under-utilised whiting quota).

"NEAFC rules would allow the basic quota to be increased by a further 7,950 tonnes at the expense of the 1977 haddock quota.

"Notwithstanding the measures now being adopted, there remains the risk that the total amount of cod, haddock and whiting which is legally permissible, after taking account of what may be borrowed from 1977, may be reached.

In that event the Government will have in due course to impose a statutory ban on the landing of one or all of these species from the North Sea, except a small percentage landed as an unavoidable by-catch in other fisheries.

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# DO-IT-YOURSELF COLOURED HOOKS

"A CHAP here has some hooks with coloured plastic round the shanks which he uses, he says, because there is always something on the hooks to attract fish if mussels or other soft baits go adrift.

"He catches more fish on his lines than I do and I would like to try this kind of hook. But he can't — or he won't — tell me where I can get some.

"I should, therefore, be grateful if you can tell me where they are obtainable."

"I believe the type of hook you mention is made in Norway. But I regret to say that I do not know the name and address of a manufacturer.

What I do know, however, is that covering shanks of hooks with plastic presents no difficulty and that you could cover as many as you want yourself without going to the trouble and expense of importing hooks.

You can cover them with Thermofit SCL heat shrinkable tubing which is obtainable in a variety of sizes suitable for covering anything from the shank of a fish hook to a small rigging screw.

Thermofit SCL is a remarkable product. It is semi-rigid tubing with an inner wall which melts when you apply heat.

Primarily designed for encapsulation of electrical parts and splices in electric cables, it shrinks to between 17 per cent and 40 per cent of its original diameter and forms a tough, rigid, waterproof covering over whatever it shrinks it — whatever its shape.

To cover shanks of hooks with it, you need tubing with an interior diameter sufficiently large to take the eye or spade of the size of hook you propose to cover, a sharp knife and a lighted candle. You cut the tubing into suitable lengths, fit them over the shanks and in turn hold them over the flame.



John Burgess' Log

In a few seconds each will shrink, firmly grip the metal and remain in place until kingdom come.

It's best to have a rag handy while carrying out operations as both ends of hooks get hot to hold and a rag sometimes comes in handy for pressing tubing, which you have heated unevenly, into place.

If you have held tubing in the flame instead of just above it, you may be able to remove black carbon which forms with the rag. If not, you will have to use a knife to scrape the carbon off and restore the tubing to its original colour.

If you get some Thermofit SCL tubing to cover the

shanks of hooks, I suggest you get some also for "whipping" ends of wires.

It is ideal for this purpose as, when its inner wall is forced into crevices, gaps in the wire by its shrinking action of the wire, and the whipping never come adrift. You may also find some for covering connections and terminal fittings in electric cables.

Thermofit SCL heat shrinkable tubing is obtainable in eight interior diameter sizes up to one inch from Raychem Ltd, Middlesex House, 29 The Street, Edgware, Middlesex or Cheney Manor, Swindon, Wiltshire.

## Cod cliff-hanger

from page one

the first of the January markets must sail in phase to ensure continuity of fish afterwards.

This break in distant water sailings until mid-December — and the spasmodic departures in the run-up to Christmas — can be something of a blessing if no deal is reached quickly.

The British Fishing Federation has accused Icelanders of mounting a last minute assault on the British market.

It says that, in the past ten weeks the Icelanders have picked up more than £700,000 from landings at Grimsby. On Thursday (yesterday), the day the EEC commission resumes talks with the Icelandic Government, they plan to land three trawlers at the port.

"We are emphasising to Mr. Finn Olav Gundelach, the Commissioner handling the talks, the benefits the Icelanders are already getting through their favoured access to the European market, which is mainly Britain," said a BFF spokesman.

"While British trawlers are coming home to the dole queue, the people who put them there are clearing up on the British market.

"There is room for Icelandic fish on our market but, in the present situation, this is rubbing salt in the wound. Because of the restrictive nature of the Iceland agreement we could not get any of our own vessels back for Thursday's market, the best market of the week, and those which do get back this week are unlikely to sail again unless there is a new agreement.

"The Icelanders have pushed their three trawlers and another on Wednesday in the last minute. Since

their trawler Dagny, due to land again on Thursday first landed at Grimsby. September they have had nearly one third of the landings (and earnings) made at the port.

"At the talks on Thursday the Iceland Government may try again to claim that the EEC has nothing to offer. If so, Mr. Gundelach can ask them what three of their trawlers are doing in Grimsby that very day."

A new and serious threat to the success of the EEC-Icelandic fisheries talks came from scientists in Iceland. They published figures showing present fish stocks are much lower than predicted a short time ago.

To halt the decline, all catches must be cut by a further 35,000 tons annually, or about 20 per cent.

Negotiator Finn Olav Gundelach met a delegation of representatives of Humberston and Fleetwood councillors this week and discussed the consequences if trawlers pull out of Iceland. They found he is well aware of Britain's problems.

Fearing massive unemployment at Grimsby, Hull and Fleetwood, the leader of Humberston County Council, Councillor Harry Lewis, led a delegation to Fleetwood late last week to meet members of Lancashire County Council, Wyre Borough Council, and the Fleetwood fishing industry. It was a bid to redouble the pressures for a new agreement and re-emphasise the urgency to the EEC Commission.

The meeting unanimously agreed to send telegrams to the EEC Fisheries and Agriculture Commissioners, Mr. Pierre Lardiere, and to Mr. Gundelach.

## New R/Ts for five trawlers

MARCONI Marine is supplying 200W SSB MF radio telephones, and two VHF radio telephones, to five trawlers with automatic battery chargers, to five trawlers in the fleet at Milford Haven.

The 200W SSB radio telephones being fitted are supplied for operation on 12 volt and 12 receive channels. This is a fully type-approved equipment with a built-in alarm generator. The automatic battery chargers retain the batteries in a fully-charged condition without overcharging.

# Island loans push-up landings

BY THE end of the year the total value of fish landings in Guernsey by island fishermen may have exceeded £750,000. Of this figure about £550,000 worth will have been exported.

The island's Sea Fisheries Committee revealed these facts in a white paper before the States' parliament on November 24.

It believes that the Fisheries Loan Scheme has contributed largely to the accelerated growth rate which the industry has achieved.

The committee believes that the industry will now continue to expand, but less rapidly than over the last few years.

With this in mind, the committee is seeking an allocation of a further £30,000 to be paid into its loan scheme, which was introduced in September 1972. Since then £85,626, including capital repayments, has been

available to the fund up to December 31, 1975.

Improvement in the industry has occurred mainly in the crustacean fishery. With the help of better equipped and larger vessels, this fishery yielded landings in 1975 which were about three times greater by weight than in 1974 — and 12 times greater by value than in 1970.

## Drifter now hauls water

DAUNTLESS STAR — a trawler trophy winner for the best single-night landing catch — is now working as a water carrier in the Middle East port of Dubai.

The former drifter-trawler, which worked from Lowestoft for many years under skipper George Draper, left home last year bound for the Middle East with her skipper Dick Brookes, Ipswich, engineer Harold Hansen and mate Chris Alland.

First they fought their way through several gales in the Bay of Biscay and the Mediterranean only to be imprisoned in Tripoli, finally ending up in Dubai, in the United Arab Emirates.

Dauntless Star, was then bought by a Mr. Mohammed Ali and converted into a supply in Egypt.

Dauntless Star — now working in the Middle East.



## 'Arctic Galliard' widens lead in freezer contest

BOYD Line's Arctic Galliard continues to hold the lead for the fourth month running in the British Freezer Trawler Challenge Competition.

The latest list of placings, issued last week, shows the situation in August. A time lag in compiling the tables is inevitable as freezer trips take so long.

With Arctic Galliard leading, BUT's Hull-based Norse remains in second position. Between July and August, however, the margin between the pair widened. Arctic Galliard was ahead by 2,308 points in July and 3,385 points in the following month.

Below are the August placings for the top 10 vessels. Figures appearing in brackets show positions held in July.

	Tonnes	Points
1 (1) Arctic Galliard (Boyd)	2,430	36,987
2 (2) Norse (BUT)	2,200	32,562
3 (3) Fornella (Marr)	2,171	32,845
4 (4) Junella (Marr)	1,944	30,869
5 (5) Dane (BUT)	1,849	30,060
6 (6) St. Jasper (Hamling)	1,988	29,164
7 (7) Lady Parkes (Boston)	1,789	26,622
8 (8) St. Jerome (Hamling)	1,893	26,442
9 (9) St. Benedict (Hamling)	1,764	26,348
10 (10) Arctic Freebooter (Boyd)	1,671	26,068

## Mackerel fills giant freezer

BOYD LINE'S 280ft. long freezer stern trawler Arctic Galliard began turning out a capacity catch of mackerel at Hull on Monday. And on Wednesday they were still at it!

A Boyd Line spokesman said on Monday that the trawler arrived packed full and the size of the catch is uncertain.

There is speculation that this could be another record trip for the ship's skipper, Terry Thresh. The ship and skipper already head the British national freezer contest (see below) and twice met British freezer catch records — 843 tonnes followed by 850 tonnes.

These were white fish catches. Her latest haul — mackerel — was taken on

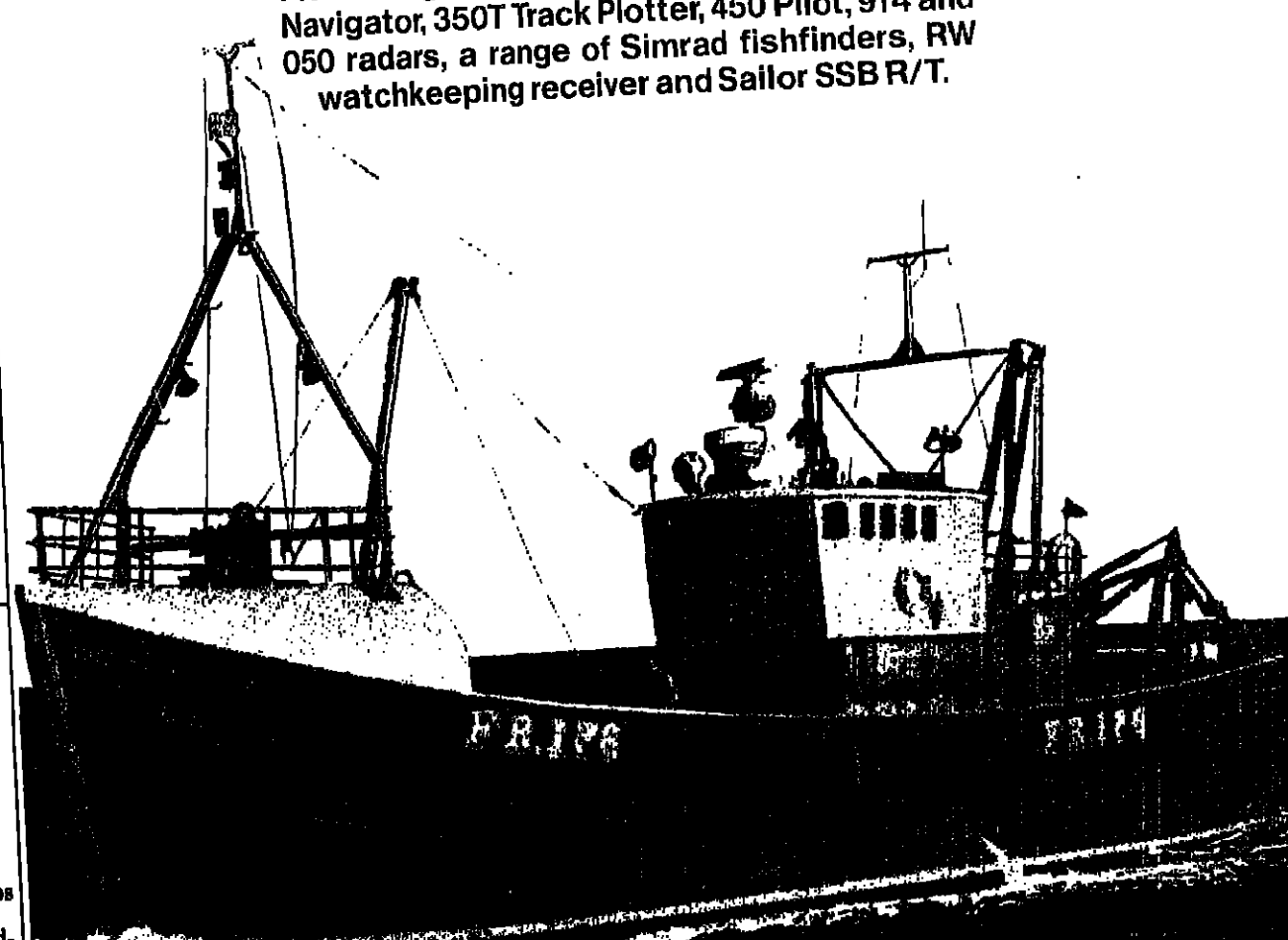
a 23-day south-westerly trip.

An Arctic Galliard headed in to Humberston, she passed Boston's outward bound Princess Anne which began mackerel fishing off Cornwall on Sunday.

Other Hull freezer out mackerel fishing, reported to be doing well, are Hamling's St. Benedict (Skipper Trevor Doyle) which sailed on November 10 and BUT's Orsino (Skipper Dick Spencer). She has started her second mackerel fishing trip from Milford Haven.

# All the way with DECCA

KIMARA, a 79 ft trawler recently completed by the J & G Forbes yard for Charles Duthie of Fraserburgh. Her Decca fit includes Mk 21 Navigator, 350T Track Plotter, 450 Pilot, 914 and 050 radars, a range of Simrad fishfinders, RW watchkeeping receiver and Sailor SSB R/T.



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